

obtained by the Board in the administration of the Railroad Retirement and Railroad Unemployment Insurance Acts. This rulemaking amends section 200.8(g) to permit disclosure of information to a consular official acting on behalf of a compatriot who has claimed benefits under the Railroad Retirement Act, or Railroad Unemployment Insurance Act. Only information pertinent to his or her claim may be disclosed.

The rule was published as a proposed rule August 13, 1997 (62 FR 43295), requesting comments on or before October 14, 1997. No comments were received.

The Board, with the concurrence of the Office of Management and Budget, has determined that this is not a major rule for purposes of Executive Order 12866. Therefore, no regulatory analysis is required. There are no information collections associated with this rule.

List of Subjects in 20 CFR Part 200

Railroad employees, Railroad retirement.

For the reasons set out in the preamble, title 20, chapter II, Part 200 of the Code of Federal Regulations is amended as follows:

PART 200—GENERAL ADMINISTRATION

1. The authority citation for part 200 continues to read as follows:

Authority: 45 U.S.C. 231f(b)(5) and 45 U.S.C. 362; § 200.4 also issued under 5 U.S.C. 552; § 200.5 also issued under 5 U.S.C. 552a; § 200.6 also issued under 5 U.S.C. 552b; and § 200.7 also issued under 31 U.S.C. 3717.

2. Section 200.8 is amended by adding new paragraph (g)(12) to read as follows:

§ 200.8 Disclosure of information obtained in the administration of the Railroad Retirement Act and the Railroad Unemployment Insurance Act.

(g) Authorized release of information. * * *

(12) To any consular official, other than a consular officer of a country to which United States Treasury checks and warrants may not be sent, acting in behalf of a compatriot who has claimed benefits under the Railroad Retirement Act or Railroad Unemployment Insurance Act, information that is pertinent to the claim and that the applicant himself could have upon his or her own request.

* * * * *

Dated: January 6, 1998.
By Authority of the Board.

For the Board.

Beatrice Ezerski,

Secretary to the Board.

[FR Doc. 98-850 Filed 1-13-98; 8:45 am]

BILLING CODE 7905-01-P

DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Part 117

[CGD05-97-090]

Drawbridge Operation Regulations; Corson Inlet, Strathmere, New Jersey

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary deviation from regulations.

SUMMARY: The Commander, Fifth Coast Guard District has issued a temporary deviation from the regulation governing the operation of the drawbridge across Corson Inlet, mile 0.9, at Strathmere, New Jersey. Beginning at 6 a.m. on January 12, through 6 a.m. on February 2, 1998, the bridge will be maintained in the closed position to navigation. This closure is necessary to facilitate extensive repairs and maintain the bridge's operational integrity.

DATES: The deviation is effective from 6 a.m. on January 12, 1998 until 6 a.m. on February 2, 1998.

FOR FURTHER INFORMATION CONTACT: Ann B. Deaton, Bridge Administrator, Fifth Coast Guard District, at (757) 398-6222.

SUPPLEMENTARY INFORMATION: The drawbridge across Corson Inlet is owned and operated by the Cape May County Bridge Commission (CMCBC). On December 2, 1997, a letter was forwarded to the Coast Guard by the general contractor for CMCBC requesting a temporary deviation from the normal operation of the bridge to implement extensive repairs and improvements to the bridge. The current regulation at Title 33, Code of Federal Regulations, Section 117.714, requires the draw to open on signal at all times, except that from October 1 through May 15, from 10 p.m. to 6 a.m., the draw need only open if at least two hours notice is given.

The bridge repairs include the reconstruction of the rest pier for the single-leaf bascule span; installation of access ladders; strengthening deteriorated concrete pile legs; repairing the undermined areas below two piers; and various concrete spall repairs. Due to the two-girder configuration of the bascule span, the reconstruction of the rest pier requires the bascule span to be locked in position for a period of 22 days.

The Coast Guard reviewed CMCBC's bridge logs for 1992 through 1996. According to the bridge logs, this bridge has not experienced an opening for a marine vessel during the winter months from 1992 to 1996. Based upon these records, vessels are not expected to be negatively impacted by the temporary deviation.

From 6 a.m. on January 12, until 6 a.m. on February 2, 1998, this deviation allows the drawbridge across Corson Inlet to remain closed to navigation.

Dated: January 2, 1998.

Roger T. Rufe, Jr.,

Vice Admiral, U.S. Coast Guard Commander, Fifth Coast Guard District.

[FR Doc. 98-951 Filed 1-13-98; 8:45 am]

BILLING CODE 4910-14-M

PANAMA CANAL COMMISSION

35 CFR Parts 115, 117 and 119

RIN 3207-AA42

Board of Local Inspectors; Composition and Functions; Marine Accidents: Investigations; Control; Responsibility; Licensing of Officers

AGENCY: Panama Canal Commission.

ACTION: Final rule.

SUMMARY: The Panama Canal Commission is amending its rules to delete reference to the administrative position of Supervising Inspector. This change eliminates a level of review of vessel accident investigations by the Board of Local Inspectors, reducing processing time for its investigative reports. The action also makes some nomenclature changes called for by an internal reorganization at the Commission. The position of Supervising Inspector is not mandated by statute.

DATES: Effective January 14, 1998.

FOR FURTHER INFORMATION CONTACT: John A. Mills, Secretary, Panama Canal Commission, 1825 I Street NW, Suite 1050, Washington, DC 20006-5402; Telephone: (202) 634-6441; Facsimile: (202) 634-6439; or John L. Haines, Jr., General Counsel, Panama Canal Commission, Facsimile: 011-507-272-3748.

SUPPLEMENTARY INFORMATION: The Board of Local Inspectors (BLI) has existed at the Panama Canal pursuant to statute or executive order since 1912, two years before the waterway opened its doors to world shipping. The BLI's primary functions are the investigation of marine accidents and the examination and licensing of pilots, masters, mates and engineers on vessels operating in Canal